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The Elton and Redlinger survey boats at dock.



# Where do you stand on safety?

## COMMANDER'S COLUMN

There are lots of places around the Portland District where we need to practice safety. The more obvious are in a powerhouse, on a dredge or when in any confined space. In these places, there are risks from falling, exposure to toxic chemicals and dangers associated with using tools and other equipment. Other visible hazards involve things that move – operating a crane or other large piece of heavy equipment or when driving a motor vehicle. Less apparent safety risks are in the office or at home, where slips, trips and falls are your biggest threat.

The District has a robust safety program. It was the first within the Corps to establish full-time safety specialists at nearly all of its operating projects, ensuring that occupational safety and health hazards are addressed before an injury or loss of work time occurs, and that all policies are followed by employees.

Our progressive stance on safety has helped us to keep our injury rates far below the State of Oregon's average for those who work in the utility industry. According to the U.S. Bureau of Labor, statistics for the field indicate that, on average, 7.6 workers (per 100) are injured each year. In contrast, Portland District Safety Office records show that, for the same type of work, an average of only 1.3 employees have lost time from work due to injury.

This District has worked hard to establish its strong safety record and that's good, because an injury can also significantly impact the morale of our workforce, families and friends. I want us to be vigilant about safety everywhere – in obvious places like the powerhouse and less obvious places like the office so that everyone remains positive and feels safe on the job.



None of us can afford to only be safe at work. We want to be safe at home and on the road, too. Safe driving means we should all wear safety belts and avoid using cell



*Col. Steven R. Miles, P.E.*

phones (unless we use hands-free devices). It's the law in both Oregon and Washington, and it's the right thing to do to not only protect ourselves but those who are with us.

With summer upon us that we face additional risks. During these months, many of you dust the cobwebs off the motorcycle or get the boat ready for an outing on the water.

The District is concerned with your safety during these activities and even sponsors motorcycle training classes to help you stay safe on the road. As a matter of fact, we were identified as one of the Corps' "Best Practices" for our training program. Anyone can sign up for a class and should contact the Safety Office to register.

Everybody needs to focus on safety. We all need to proactively communicate the importance of and our commitment to safety. The more we talk about it, the more we practice it, the more the behavior will become second nature. When we get ready to operate a piece of equipment, whether it's a crane or a paper cutter, we'll automatically take proper precautions and use the right safety gear. If we miss a safety procedure, one of our colleagues should remind us. This is the environment I want our District to operate in.

Complacency kills, so stay alert, and don't hesitate to act. Staying safe is something we all need to be responsible for and need to think about all the time.



## What would you do if you saw someone:

**Not wearing a seat belt?** Ask that person to buckle up. If I were the driver, I would not move the car until he/she was buckled.

**Who had numerous items plugged into a power strip?** Ask that person to plug some of the items into other locations so that the power strip would not be overloaded and risk starting a fire.

**Working in an eye hazard area such as a machine shop with no eye protection?** If that worker has eye protection, remind him/her to wear it. If that worker doesn't have any eye protection, go find some for him or her to minimize the risk of eye injuries.

**Wearing a life jacket that was unzipped?** Remind that person that the life jacket won't keep them afloat unless it is "Zipped and Clipped."

**Trying to lift a big box alone?** Stop and help that person before he or she gets hurt.

**In a construction area with no hard hat?** Stop that person and remind him/her that all construction areas are hard hat zones.

**Practicing great safety?** Stop and thank them!

**Want to be safe?** Don't be "that person."

 **Wear It, Wear It Right**  
**Life Jackets Save Lives!**

**1 CHECK THE LABEL**

The label will tell you:

- Whether the life jacket is Coast Guard approved
- The size of the jacket
- How the jacket can be used

Sizes run from infant to extra extra large. Adult life jackets will not work for children until they weigh about 90 pounds. Children's life jackets should have a loop on the collar and a strap between the legs.

**2 CHECK FOR DAMAGE**

Check that there are no broken parts and no mold or rips in the fabric.

**3 FASTEN UP**

Fasten up all buckles, zippers and straps. Adjust straps so that the jacket fits snugly.

**4 CHECK FOR PROPER FIT**

- Lift the shoulders of the life jacket
- Make sure it does not slip above the chin or ears
- It should feel snug, yet comfortable. A properly fitted life jacket keeps your head and shoulders above water. You will be able to swim with it, too.

**5 WEAR IT!**

A life jacket only works if it's worn. Take the time to be prepared. Make sure you have and wear the right life jacket before you go out in the water.



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Commander: Col. Steven R. Miles, P.E.  
Chief, Public Affairs: Matt Rabe  
Editor: Erica Jensen



# Portland District welcomes new Army captains

By Erica Jensen, Public Affairs Office

The Portland District welcomes two new U.S. Army captains to serve as project engineers at the John Day and Bonneville dams.

“Captains Reginald Jamo and Robert Lee both offer strong engineering skills and leadership qualities in their respective positions,” said District Commander Col. Steven R. Miles, P.E. “I’m proud to have them serving their assignments in our District.”

After serving the nation for nearly 10 years, Jamo was also recently promoted to the rank of major. “This is a huge deal, to be selected to move from being a company grade officer to becoming a field grade officer in the U.S. Army,” said Miles. “The selection clearly demonstrates that Capt. Jamo is at the very top of his game and will be a senior leader in the Army for many years to come.”

The Portland District, while not a military construction district, provides regular assignments for U.S. military engineers to further their expertise, as well as learn about and contribute to Corps engineering projects.



Corps of Engineers photo

**Capt. Reginald Jamo**  
John Day/Willow Creek Projects

Capt. Reginald Jamo assumed his position as a project engineer at the John Day/Willow Creek Projects in December 2009. He was commissioned into the U.S. Army in July 2001, attending the Engineer Officer Basic Course at Fort Leonard Wood, Mo. From there, he served in a variety of Army assignments both stateside at Fort Stewart, Ga., and Fort Hood, Texas, and in Korea and Iraq. His deployments to Iraq were in Baghdad, where he was a logistics and assistant operations

officer, and in southeast Iraq, where he served as a company commander, responsible for conducting route clearance operations.

Jamo is a native of Tampa, Fla. He earned a Bachelor of Science degree in electrical engineering from the University of Florida and also holds a Master of Science degree in engineering management from the Missouri University of Science and Technology.


Jamo enjoys the outdoors, riding his motorcycle, and watching the Ultimate Fighting Championship, the History Channel and the television series the A-Team.

**Capt. Robert Lee**  
Bonneville Lock and Dam



Corps of Engineers photo

Capt. Robert Lee assumed his position as a project engineer for the Bonneville Lock and Dam, Construction Branch in January 2010. He began his U.S. Army career in Sept. 2004, attending the Engineer Officer Basic Course at Fort Leonard Wood, Mo., followed by completion of U.S. Army Ranger School. Lee has served in a variety of Army assignments, mostly overseas in Korea and Afghanistan. In Afghanistan, he was deployed to Ghazni, as the operations officer for a Provincial Reconstruction Team, which served to bring legitimacy to government, developing the infrastructure and local economy in the province of Ghazni.

Lee was born in San Jose, Calif. He earned a bachelor’s degree in architecture from the University of California, Berkeley, and later earned a Master of Science degree in engineering management from the University of Missouri, Science and Technology. During his free time, Lee likes to explore all the outdoor activities that Oregon has to offer. 

# District life jacket loaner program is expanding!



By Melissa Rinehart, Natural Resource Management

The Portland District, along with other water safety partners including the Oregon State Marine Board and Oregon Safe Kids has embraced the life jacket loaner program – providing an opportunity for those who don't have a life jacket to borrow one when swimming or boating.

In 2008, the Corps' National Water Safety Team developed a life jacket loaner program policy which promotes the installation of loaner stations near water-based recreation areas and ensures that the life jackets are maintained and ready for wear. Since then, the District has partnered with local water safety organizations to make sure that life jackets are available in many of our recreation areas for those who need them.

The District operates five life jacket loaner stations in its recreation areas along the Columbia River. There are four at LePage Park and Plymouth Park swim beaches and boat docks, with another station located at Bonneville Lock and Dam at the Hamilton Island boat ramp. In the Willamette Valley, visitors to the Pine Meadows campground on Cottage Grove Lake will find a loaner station, and as of May 22, will have access to loaned life jackets at Richardson Park on Fern Ridge Reservoir.

According to Corps' national recreation statistics, 96 percent of drowning victims would be alive today if they had worn a life jacket.

"If we save even one life then we have succeeded with our life jacket loaner program," said Jim Mahar, chief of Operations.

At lakes and reservoirs managed by the District, statistics also show that men make up 85 percent of fatalities and that most accidents occur during weekend afternoons.

"Please don't think that drowning only happens to other people or other people's children," said Melissa Rinehart, water safety coordinator. "Remember that children are happiest when they are safe, with their parents present to take care of them. If you love them, put them in a life jacket – and because they love you, remember to wear yours."



Photo by Melissa Rinehart, NRM

*Bonneville Lock and Dam life jacket loaner station at Hamilton Island boat ramp.*

"The District has partnered with the Oregon State Marine Board to ensure that all loaner station signage and messages are consistent throughout the state," said Rinehart. "Our collaboration will ensure that someone in Medford will see the same water safety messages found at other loaner stations in another part of the state."





Continued from page 5

The OSMB also funds the “Let’s Go Boating” assistance fund program, which helps non-profit organizations establish life jacket loaner stations in their communities.

“OSMB has successfully supported the installation of over 35 loaner stations across Oregon,” said MariAnn Koloszar, mandatory education coordinator for OSMB. Koloszar has worked closely with the Corps to provide plans and artwork for the Richardson Park loaner station at Fern Ridge Lake.

Why are loaner stations important?

“Because while continuing to promote water safety messages such as “Learn to Swim” and “Swim with a Buddy” are important public education efforts by the District. We also know that wearing your life jacket is the single most important lifesaving action that you can take to protect yourself and your family,” said Mahar.

For a list of all the loaner stations in the state, visit: <http://go.usa.gov/34F>.

## Stay safe this summer

The Corps of Engineers is the largest manager of the nation’s waters. With many recreation opportunities to choose from, we hope that you will enjoy our shared public lands and remember to be safe. Wearing a properly fitting life jacket is the best way to be safe while on or in the water.

If you are at a Corps park, ask a park ranger to show you how to fit a life jacket. The loaner board stations are there for you to use whenever you are visiting. When done, please return the life jacket to the loaner station for the next visitor. If you’d like to learn more about water safety, visit:

<http://watersafety.usace.army.mil>.

## Wear your life jacket!

## Portland District dedicates new loaner station at Richardson Park on Fern Ridge Reservoir


By Christie Johnson, Willamette Valley Projects

The Portland District dedicated a new life jacket loaner station May 22 at Richardson Park on Fern Ridge Reservoir.

The loaner station was dedicated in honor of Trinity Jade Gillum-Valdez, a 3-year-old girl who drowned July 20, 2008, at Fern Ridge Reservoir. Although Trinity was using flotation aids while wading in the water, they did not protect her from drowning.

The lesson learned from this tragedy is that only U.S. Coast Guard-approved life jackets are suitable for protecting children. Floaties, inner tubes, and other floating toys are not substitutes for a properly fitted life jacket.

The Gillum and Valdez families, the Corps and other project partners hope that the life jackets at the loaner station will help protect the lives of other children who visit Fern Ridge Lake in the future.

Project partners who participated in the May 22 ceremony included the Oregon State Marine Board, Lane County Park and the U.S. Coast Guard Auxiliary. 



Ribbon-cutting ceremony.

Photo by Christie Johnson, WVP

# Earth Day at Bonneville a great success



## EARTH DAY AT BONNEVILLE

*Bonneville Lock and Dam ranger staff thought the 40th anniversary of Earth Day was so important that they celebrated it twice! During the month of April, rangers worked with more than one hundred volunteers on two environmental stewardship projects around the dam – adding up to a whopping 178 hours of volunteer time.*

### Bradford Island Visitor Center bioswale beautification

By Tim Darland, Bonneville Lock and Dam

A busload of fifth and sixth graders arrived at the Bradford Island Visitor Center, April 14 to celebrate Earth Day by beautifying 10 bioswales in the visitor center parking area. All 52 children, teachers and chaperones worked with park rangers Skip Fowler and Tim Darland for two hours, trimming, raking and planting roses and other shrubbery while also enjoying a beautiful spring day. One impressed Corps employee said, “Boy, those kids can sure move a lot of stuff!”

Following the work, students toured the dam’s fish ladder and recreation areas while also learning about the Corps’ environmental stewardship missions. Their final stop was at the Oregon State Fish Hatchery, where they enjoyed viewing “Herman” the sturgeon.

This was the third consecutive year that students from Dallesport Elementary in Lyle Wash., participated in Earth Day events at Bonneville Dam.



Photo by Greer Curry-Haner

### Restoration work on Robin’s Island, Bradford Island and Hamilton Island

By Danielle Erb, Bonneville Lock and Dam

Several Girl Scout troops from Portland, Ore., and Vancouver, Wash., along with their families, joined park ranger Claudia Round and park guide Danielle Erb, April 17, to plant native vegetation, remove invasive species and pick up litter around the Bonneville Dam.

The 49 volunteers were divided into smaller groups to focus on specific projects on Robin’s Island, Bradford Island and Hamilton Island.

“The turnout of volunteers was the most I’ve ever had for an Earth Day event,” said Round.

Two park guides, Shawn James and Kristen Rutherford, also helped a great deal by leading a portion of the group.

“I want to acknowledge the generous creation of the Earth Day buttons that park guide Ryan Braaten made to thank the volunteers,” said Erb. “The team effort by Bonneville staff ensured that everyone was able to truly celebrate the values of Earth Day.”

Volunteers left satisfied that they did something great to celebrate Mother Earth. As one volunteer put it, “Every day is Earth Day!”

After work activities, the group received a tour of the Washington Shore Visitor Center and the navigation lock on the Oregon side of the dam.



Photo by Danielle Erb



# District gets dragged into sea lion management debate

By Scott Clemans, Public Affairs Office

## SEA LION MANAGEMENT

The chorus of complaints started right on schedule earlier this year.

Animal rights activists staged several protests and other events at Bonneville Dam. They filled the Internet with alerts, breaking news and commentary. They even obtained a motor home and posted it downriver from the Second Powerhouse to keep 24/7 watch on the tailrace.

What did the Portland District do to stir up the animal rights folks so much? We watched sea lions. Fisheries Field Unit observers identified, observed, and documented the behavior of sea lions at Bonneville Dam, in order to estimate the number and types of fish they ate.

That information is being used by the Oregon and Washington departments of Fish and Wildlife and the Idaho Department of Fish and Game to identify, trap and in some cases, remove California sea lions, to reduce the impact on Chinook salmon protected by the Endangered Species Act.

“Remove” as in euthanize, if the animal cannot be adopted out.

And that is what has In Defense of Animals, the Sea Lion Defense Brigade, the Portland

Animal Defense League and various other groups up in arms.

The state fish and wildlife agencies only received permission from the National Marine Fisheries Service in 2008 to remove certain California



Corps of Engineers photo

*A FFU observer watches the tailrace below Bonneville Dam's First Powerhouse. The observers hired each year are students or graduates in marine biology and related fields.*



Corps of Engineers photo

*When other haul-out areas aren't available, sea lions will even use the steep spillway as a rest area.*

sea lions, but the FFU has been identifying and observing them since 2002.

“We had noticed a few sea lions below Bonneville Dam over the years, but in the early 2000s the numbers went from a few to 30 to 100 in just a couple of years,” said Robert Stansell, FFU supervisory fish biologist.

Those numbers continue to rise. The number of individual sea lions identified around Bonneville Dam this year included about 70 different California sea lions and 53 Steller sea lions, with as many as 71 animals on hand in a single day.

Also, Stansell said, NMFS's 2000 Biological Opinion for the Federal Columbia River Power



Corps of Engineers photo

*Two large sea lions (center) that spent time at Bonneville Dam show just how good the dining is there compared to that around Astoria.*

System called for monitoring of sea lion predation in the tailrace below Bonneville Dam.

“So we had to establish an observation program to find out how many salmon the sea lions were actually taking,” he said.

Like the sea lion numbers, the take has generally been going up each year.

Sea lions had taken over 4,000 Chinook salmon and 1,100 sturgeon this year as of mid-May – about 2.2 percent of the run to date.

Animal rights advocates, however, aren’t buying the FFU’s numbers or – especially – their identification of which animals are taking salmon.

Several groups challenged in federal court NMFS’s decision to approve the removal of California sea lions. They lost. They then challenged in local courts the states’ ability to identify and remove individual California sea lions, and also lost. They continue to take aim at the Corps’ identification and observation program, claiming that FFU observers can’t accurately tell which individual sea lions are taking salmon.

Accurate information about individual California sea lion activities is important, because an animal trapped by the state fish and wildlife agencies must meet several criteria to qualify for removal, including being physically present at Bonneville Dam for at least five days and under hazing conditions, being uniquely identifiable, and having been seen to take at least one salmon.


“The observers we hire each year are the best of a very talented candidate pool of current students or recent graduates in marine biology and related fields,” said Stansell. “We give them a week of classroom instruction followed by extensive on-the-job training, and ongoing coaching throughout the season.”

Most importantly, Stansell said, observers are taught to document only what they can see with certainty.

“Many times we simply can’t tell which animal is taking a specific fish – it’s too far away, or positioned so we can’t see its brand or other identifying marks,” he said. “When that’s the case, we record the take without attributing it to an animal.”

But the mere fact that the observers’ data is being used to decide which animals can be removed puts the Corps in animal rights activists’ crosshairs.

“We understand that sea lion removal is a contentious issue,” Stansell said. “But it’s not the FFU’s job to take sides. We’re just trying to describe what’s going on out there so the policy makers can make the best-informed decisions about how to manage the problem.”

The Corps is a member of the Pinniped-Fishery Interaction Task Force, whose goal is to keep marine mammal predation in the tailrace of Bonneville Dam below one percent of the run. 

# Ceremony celebrates Corps history as it looks to the future

By Michelle Helms, Public Affairs Office

"In the name of the United States I christen thee survey boat *Elton*."

Beckie Elton's words were followed by the traditional smashing of champagne on the hull of the vessel named for her husband, Art Elton, a Corps of Engineers member who passed away in 2003.

The *Elton*'s "twin" survey boat *Redlinger* experienced a similar christening witnessed by more than 100 people at a dedication ceremony May 19, at Vancouver Landing, Wash.

Col. Steven R. Miles, Portland District Commander, said ceremonies like these are an important part of military tradition.

"They bring us together as a community to celebrate our achievements," said Miles. "Traditions and ceremonies give us a link to our past as we look to the future."

The *Redlinger* and *Elton* join the *Patterson* and *West Mark* and their crews, measuring waterway depths and passing vital information to dredge crews, who maintain the navigation channels, and to river pilots, who steer cargo ships up and down the river.

The *Redlinger* replaces contract survey vessel *Surveyor I*, and is based at the U.S. Moorings



Survey boat *Redlinger*.

in Portland, Ore., providing hydrosurvey data for areas along the Columbia and Lower Willamette rivers.

The *Elton* is based in Astoria, Ore., and surveys the mouth of the Columbia River. The *Elton* replaces the *Hickson*, which has been in service in the District since 1968. Col. Miles accompanied members of the Hickson family when the vessel was sailed one last time along the Willamette River before being officially retired May 27.

## A new generation

The *Redlinger* and *Elton* are members of a new generation of survey boats: designed by the Corps' Marine Design Center to be the most comfortable, user-friendly and easily maintained vessels possible.

"They were a pleasure to work with," says Mac Robison, P.E., chief, Plant Maintenance Section. "We had discussions about Portland District's specific design needs, and they listened."

Back when the first proposals were being evaluated for *Redlinger* and *Elton*, designers were encouraged to incorporate elements such as stand-alone fuel tanks inside the hulls to provide an additional layer of protection in the event of a fuel spill.

Another environmental design feature is in the system used to lower and lift the boats' anchors. That mechanism uses hydraulic fluid called UCON Trident, a glycol-based fluid that sinks in water and immediately starts to break down and disperse, which means no cleanup is required, unlike conventional petroleum-based oils.

The boats' diesel engines are designed to produce fewer harmful emissions. Maintaining those engines is also easier.

"The engine rooms are laid out in a way that makes it easy for the mechanics to get at the equipment," said Mike Norton, survey vessel coordinator.

And the boats are "twins," Norton said. "Once the crews are trained and have run them for a bit, they should be able to go from one boat to the other without any problems."

The christening and dedication ceremony for newly constructed sea-going vessels dates back centuries.

Jewish and Christian ceremonies involved wine and water and the intercession of the saints, asking God to bless the vessel. Ship launchings in the Ottoman Empire included prayers and a sheep sacrifice and the Vikings are believed to have offered human sacrifices.

While cultures and customs dictate the tone and activities of the ceremony, its purpose is the same: to ask divine protection for the vessel and her crew while navigating the powerful and unpredictable ocean waters.

Operators say there's a bit of a learning curve, but once the boats' Blue Arrow propulsion system is mastered, the *Redlinger* and *Elton* have unbelievable maneuverability.

"The boat operator can move the vessel forward, backwards and sideways," said Dan Proudfit, P.L.S., chief of Surveys.

The hydrofoil-assisted design allows the boats to rise from the water, increasing their performance and fuel efficiency.

The boat housing is mounted on a catamaran, which makes them more stable than older boats and better able to monitor channel and harbor conditions, and provide high quality, precise surveys of areas in need of dredging.

*Continued on page 12*



Beckie Elton christens the survey boat *Elton*.

## "History is the ship carrying living memories to the future"

— Stephen Spender, 1909-1995, poet



Addressing dedication guests, Col. Steven Miles said military ceremonies are an important tradition, a link between our past and future.



Fran Redlinger christens the survey boat *Redlinger*.

Corps of Engineers' photos



# SURVEY BOAT DEDICATION



Redlinger and Elton twin survey boats at dock.

## A legacy of excellence

Benjamin Disraeli once said “*The legacy of heroes is the memory of a great name and the inheritance of a great example.*” The new survey boats bear the names of two men who left a legacy of excellence in the Portland District.

Jake Redlinger was the navigation manager at the Northwestern Division when he passed away on Dec. 1, 1997. He began his career with the Portland District in 1966 after earning his Bachelor of Science degree in civil engineering from Kansas State University. During his time with the Corps, co-workers say Jake was an active proponent of dredging and dredging issues and was well respected for his expertise and ability to get things done.

His family is proud of his legacy and many of them were on hand when the survey boat bearing his name was dedicated.



Jake Redlinger

“Our family is truly overwhelmed and proud of this honor to Jake,” said Jake’s wife, Fran. “To know that others respected him and appreciated his dedication is very gratifying.”


Arthur Elton came to work for the Portland District’s Plant Maintenance Section in November 1993 as an engineer in the marine engineering sub-section.

He was instrumental in improving the ship repair processes for the dredges *Essayons* and *Yaquina* and the Corps’ survey boats.

Naming a survey boat in Art’s honor makes sense; the design and construction of both the *West Mark* and the *Patterson* were accomplished during his tenure.

“All of my family and friends loved Art,” says Art’s wife, Beckie. “We all love that he is being remembered this way.”

Art passed away on Sept. 27, 2003.

The unique design of the *Redlinger* and *Elton* caught the attention of the hydrosurvey industry and were written up in *Workboat* magazine, a national publication. Expectations are high that the *Redlinger* and *Elton* will set a new standard of excellence. Their legacy will be a part of the history of the Portland District and the entire Corps of Engineers. 



Art Elton



# District experts assist Haitian earthquake recovery

By Rick Benoit, Technical Operations Branch

As the sun set beyond its Caribbean horizon and twilight crept over this tiny tropical island nation of about nine million people on Jan. 12, 2010, Haiti and Haitian life forever changed.

A powerful and catastrophic 7.0 magnitude earthquake, by United Nations estimates, killed more than 250,000 men, women and children, and left an estimated 1.1 million people homeless. In all, the initial earthquake's more than 50 aftershocks, ranging in strength from 4.2 to 5.9 on the Richter scale, damaged or destroyed nearly 80 percent of homes and businesses in Port au Prince and the provincial cities of Leogane and Port Haitien.

Within 24 hours of the initial devastating tremor, the U.S. Army Corps of Engineers, as part of the United States' response, was tasked with supporting the U.S. Southern Command's Joint Task Force Haiti, Operation Unified Response.

The Portland District was represented by Rick Benoit, dive safety officer and a four-year Debris Cadre member and deputy chief of the Engineering and Construction Jerry Christensen, also a veteran of several other international disaster deployments. They were joined by other Northwestern Division deployees, including subject matter expert Pete



Photo by Rick Benoit

*One of nearly 100,000 homes destroyed by the earthquake, this structure is typical of the widespread destruction.*



Debris Cadre Photo

*Jerry Christensen consults with responders on debris removal issues.*

Summerton from the Walla Walla District and urban search-and-rescue-experts Norm Skjelbreia from the Seattle District and Bruce Walton from the Omaha District.

Corps personnel from around the nation coordinated and consulted with U.S. and international agencies on preserving and interring human remains discovered during debris removal operations and provided technical support in the construction of a temporary tent facility for orphaned children in a Haitian town. The teams also provided initial infrastructure damage assessments, estimated debris quantity and type,

*Continued on page 14*



Debris Cadre Photo

*Rick Benoit explains the finer points of de-engineering a retaining wall to Catholic Relief Services work team members in Port au Prince, Haiti.*



*Continued from page 13*

offered debris technical expertise, urban search and rescue services and humanitarian assistance.

Deployment conditions were austere as the group lived in tents, either at the United States Embassy grounds or on open fields, while battling malaria-carrying mosquitoes and food and water-related illness.

“We worked up to 18 hours per day, seven days a week,” said Benoit. “Plus, we were usually accompanied by armed military escorts in areas considered hostile and dangerous.”

Summerton, an environmental compliance coordinator at Dworshak Dam, described his deployment to Haiti as the most challenging job of his 22-year Corps career. He provided safety expertise to the Debris Cadre during his five-week assignment.

“It was tough, not only due to the size and scope of the disaster, but also by witnessing the heartbreak of Haiti’s people,” said Summerton.

During the 35-day Haitian tour of duty, Christensen, Summerton and Benoit managed or assisted in the broad variety of response and recovery actions. Some of the tasks included writing the National Debris Management Plan for the Haitian government, helping assess conditions for potential landfill sites, and developing and implementing contracts for landfills.

“I came in the third wave of debris SMEs and found many of the initial debris clearance operations underway and finishing up,” said



Photo by Rick Benoit

*Thousands of Haitians were left homeless by the earthquake; many migrated to unorganized hillside camps to live in stick and tarp shelters.*



Debris Cadre Photo

*Rick Benoit with a group of young friends at the Delmas 48 IDP camp, the facility at Petitionville Golf Club advocated by movie actor Sean Penn.*


Christensen. “But there were still some significant debris problems that needed to be addressed, so I helped lay out an approach to solve the remaining issues.”

Today, between 1.5 and two million people are still displaced from their homes and businesses.

“It will be interesting to see if local responders, with their international support, can get the effort organized and executed so what is really needed – reconstruction – can begin,” said Christensen.

The team also assisted U.S. Navy engineers in developing and implementing multimillion-dollar neighborhood debris removal contracts and supported many additional tasks to help manage the unfathomable amount of debris and waste from demolished buildings.

One point of relief and joy was the Joint Task Force volunteer program that Corps employees and the Naval Facility Engineering Command organized to solicit donations of kites, soccer balls, school supplies and gift bags for Haitian children. *(See related story.)*

“I tried to keep our living and work conditions in perspective and within context, considering the death and devastation around us and the Haitians’ daily struggles to survive,” said Benoit. “We had it easy, and I was just thankful to be here as part of a team with an opportunity to help.” 

# Excerpts from Rick Benoit's Haitian Deployment Journal



### March 5 – On the ground in Haiti

Landed about 1 p.m. at chaotic and crumbled Port au Prince International Airport after a couple of shaky low-flying airport fly-bys. There were toppled buildings (in the hundreds of thousands) as far as one could see.

A 5-mile drive from Haiti's airport to the U.S. Embassy was lined with kids chasing our Haitian-driven Land Rover begging for money, adults selling everything from motor oil to food, cigars, Voodoo and themselves.

### March 7 – Contrasts and contradictions

Haiti is a country of contrasts and contradictions, of pollution and gentle beauty. It is simply a country without hope, without political benevolence, without joy. It is, however, the inner strength of its people that appears to keep Haitian society alive.

None of this seemed to matter today, as Haiti's mostly Christian population spent this Sunday as they have for years before, filling rubble-filled lots to overflowing, to celebrate faith in what possibly is the last remaining belief they hold.

### March 12 – Recreating Haiti

We are finalizing site surveys to relocate up to 200,000 "Indigenous Displaced Persons" within the next couple of weeks. I do not anticipate this being easy on a number of different levels.



Debris Cadre Photo

*Rick Benoit discusses debris removal with the camp administrator.*



Photo by Rick Benoit

*Haiti's 80-year-old National Cathedral of Our Lady of the Assumption, often called Port-au-Prince Cathedral, was destroyed during the earthquake.*

### Haiti, Day 17 - 21 March 2010 – Today I cried for Haiti

For nearly three weeks I have been living and breathing the filth and poverty that is and always has been Haiti.

However, today I visited a church, the Church of the Sacred Heart. Although this historic building is weakened beyond repair, the faith of its devastated faithful remains unshaken and strong. For them, I cried, to acknowledge their pain and suffering, to honor their strength and courage.

### March 24 - A day in a life

Nineteen days into this Haitian vacation, somewhat of a daily routine has begun. With the neighborhood rooster's 4 a.m. wake-up call filling our now 10-person tent, I roll from my cot to steal one of the five cold showers shared by several hundred.

Our more than 14-hour days begin with e-mails, visits, phone calls and meetings. We share office space with USAID and State Department staff, inside the walled, guarded and bullet-proofed U.S. Embassy.

### April 11 – For the love of home

After 35 days in country, it is very, very good to be home – to a welcoming house with cats and a dog, a soft bed, and the sweet, sweet sounds of family.



# Kites bring smiles to Haiti's kids

By Rick Benoit, Technical Operations Branch

It's an amazing sight, witnessing how the seemingly simple and benign can bring immense pleasure and profound moments of peace. For the children of Haiti, this is kiting.

Wanting to bring smiles to Haiti's youngest victims of the Jan. 12, 2010, earthquake, members of Operation Unified Response, Joint Task Force Haiti reached back to the United States to ask for donations of kites. Volunteers from the U.S. Army Corps of Engineers and Naval Facility Engineering Command received and distributed more than 500 kites and 150 soccer balls during their deployment.

Spearheading the Corp's kite collection effort in Haiti were Portland District emergency management deployees Jerry Christensen, deputy chief of the Engineering and Construction Branch and dive safety officer Rick Benoit.

Along with Navy NAVFAC and other USACE colleagues, Christensen and Benoit solicited and received, from the U.S. mainland and Portland District employees, kites for delivery in and around Port au Prince, Haiti, to children living in shanty towns, displacement camps and on the streets.



Photo by Rick Benoit

For team members, building and handing out kites and other gifts to Haiti's children provided relief from the daily grind of working 18-hour days, seven days a week.

Additional donations, including school supplies and gift bags, came from school, church and volunteer groups, as well as businesses and individuals across the American landscape, including San Diego, Norwalk, Conn., Brockton, Mass., Beaverton, Ore., Norfolk, Va. and Salem, Wis.

Kiting is ingrained into Haitian youth culture. Given the country's recent disastrous earthquakes



Photo by Jackie Dunn, NAVFAC San Diego, U.S. Navy

and hurricanes as well as its history of poverty and disease, is it any wonder Haitian children take to the skies to find freedom and joy?

To "go fly a kite" Haitian style, first begins on the ground, as these simple toys are usually homemade. Children gather sticks, maybe from under a nearby mango tree, size them and tie them together into a frame with whatever twine can be found. With the frame complete, next comes the sail and tail, made out of whatever plastic is available, such as a discarded shopping bag. Finally, after the kite is complete, string is gathered to maintain "operational control" and the kite is tossed windward for flight.

Once crafted, these youthful kite makers dance their way through open fields, cramped pathways, or dodge electric power lines above rubble-filled streets in search of flight. With each successful flight, burdens of daily Haitian existence become lost and pure joy beams from an infectious ear-to-ear smile.

The international grassroots effort to collect and donate kites, as one organizer explains, is simply to put smiles on as many young Haitian faces as possible. It's a simple, easy way to solve problems, if only for a moment in time—gifts and kites for Haiti's children from Americans who care.

# Food-to-go on the streets of Portland

Story and photos by Erica Jensen, Public Affairs Office and James McMillan, Regulatory Branch

First there was one. Then another. Now six colorful food carts line the parking lot across the street from the Corps' Portland District headquarters at Robert Duncan Plaza. Walk a little further west and you'll find even more stands squeezed around the edges of nearby parking areas.

According to *Foodcartsportland.com*, a local web site which keeps a comprehensive list of street eateries, Portland is home to more than 400 food carts. Fifty-three are within four blocks of the RDP offering varied fare that includes regional American cuisine, Mexican, Thai, Lebanese, Cuban, Eastern European, Korean and others. Those who are less adventurous will also find hamburger stands, potato bars and BBQ huts scattered amid the more than 60 cuisines throughout the city.

"I love the Greek cart across the street," said Laurie Rice, who works in the District's hydrology section. "And, the new

Egyptian cart on Third Avenue has really good food too."

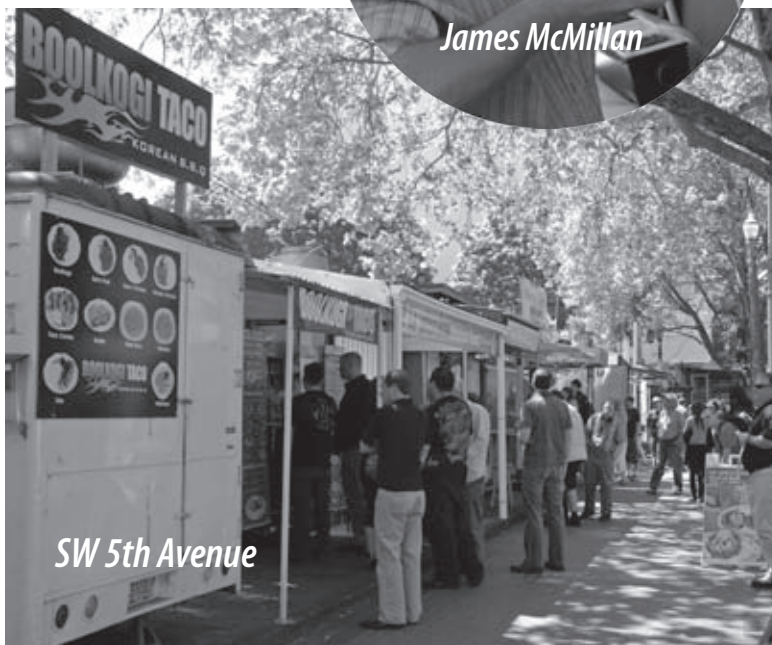
On a sunny day around noon, the carts draw a populist assemblage to their favorite venues. You'll hear discussions of just about anything: current events, politics, bicycles; and on occasion, you'll hear an impromptu street music session. And, if you eavesdrop on those around you – or chat with them – you'll also hear comments on who has the best food, the cheapest prices and the biggest portions.

"I had a hunter's sausage for \$5 from the Polish cart and it was huge," said James McMillan, Regulatory Branch. "Another day, I paid \$3 for a flavorful Vietnamese sandwich with meat and all sorts of veggies and condiments. With one income and two kids, I'm always looking for a deal."

Some people though, don't eat at the carts for a variety of reasons. Some say they're in the habit of bringing their lunch, but others say they're wary due to health issues. "I'm not sure how clean the carts are," said one employee during an impromptu elevator interview. "I'd be more willing to try one if I knew what standards they're expected to follow."

According to the Multnomah County Health Department, Environmental Health Services Division web site, every food cart must apply for a restaurant license. The carts, defined as mobile

*Continued on page 18*



FOOD-TO-GO



SW 5th Avenue

## James McMillan's opinion: A sampling of Cuban fare

I saw that a new Cuban cart rolled into the parking lot across the street which serves a variety of combinations, sandwiches and drinks, along with tostones (*defined below*). Most offerings have a choice of fried, roasted or broiled meat (ham, pork, chicken, steak or liver). I thought the service was friendly and fast when I ate there.

I tried the pan con cerdo asado (roasted pork sandwich) and tostones. The foundation of the sandwich is fluffy Cuban bread. Succulent, savory, roasted pork and a cabbage-lettuce-tomato mixture are layered on top and generously dressed with a thin, mayonnaise-based sauce. Douse your sandwich with the green salsa and your mouth will be the scene of a new Cuban crisis.

Tostones are green plantains, a starchy cousin of the banana, sliced 1/4" thick, fried, drained, smashed, fried again, drained, salted and served on a bed of iceberg and sliced tomato. The unholy trinity of carbohydrate, fat and salt join to create crunchy-soft, golden medallions of goodness.



Laurie Rice

Unit Restaurants, are classified into four licensing categories by how menu items are served.

"Food carts that serve pre-packaged food items such as sandwiches or bottled water receive a Class 1 license," said Sombra Forrest, environmental health specialist at Multnomah County. "Many of the food carts, however, are considered the same as full service restaurants because of menus they serve, which requires them to have Class 4 licenses."

Those with Class 4 licenses must update them every year and follow specific guidelines concerning food preparation, temperature control and hygiene issues (to name just a few). Additionally, each unit undergoes a food inspection twice a year, said Forrest.

The food inspection is a snapshot in time, and has two parts. The first part is a visual inspection for food safety violations; the second part is an interview with the operators about food processing and preparation, to determine if there are practices that may cause food safety concerns not visibly evident on the walk-through. According to the county, the establishment can be closed if critical violations are not corrected by following the approved alternative procedures or if there are no alternative procedures available.

“During an inspection, an inspector may find critical and non-critical violations,” said Forrest. “Critical violations may include such things as having no hot water, no refrigeration or if there are personal hygiene or pest issues.”

For more information on how the county regulates food carts, visit <http://www.co.multnomah.or.us/health/mchealthinspect/index.html>.

Talking about the food carts may seem trivial, but judging from the numbers of Corps employees who enter the building around noontime clutching white plastic bags, the carts are an important source of lunchtime sustenance to RDP employees. And having 53 options for lunch is also a chance for those who travel here to try a cuisine that they might not have the chance to experiment with at home.

So whether you're a food cart fan or not, you'll likely see more of them in the future and are better informed about their standards and where you can go to satisfy your lunchtime dilemma. 🏠



*James & Leanne Holm*



*SW 3rd Avenue*

## Eric Hamilton's opinion: Trying some Vietnamese eats

I'd always heard good things about Vietnamese food, so when I saw this new cart, I raced over to give it a try. The things I'd heard about were all available here - pho soups, bánh mi sandwiches and stir-fried options with lemongrass, cashews and vegetables. There were also salads and appetizers, too.

The first thing I noted about the menu were the variety of options at or under \$5. I'll try something more expensive from time to time, but for the average day, I stick to my budget.

This cart had tofu, but I'm not a fan, so the dishes I tried had beef, chicken and, on a few occasions, oysters. I also made sure to get some hot sauce but I ended up using less of this than I usually do for other foods. Vietnamese food is pretty light and flavorful on its own. The meals I got came with either rice or noodles and a can of soda or bottle of water. I ate well each time, but the food didn't sit heavy on my stomach afterward, which is a big plus if there's a lot of work or a meeting after lunch.

Since I didn't know much about Vietnamese cuisine before I tried it, I tended toward the recommendations the cart's owners made. After I got more familiar with what I liked, I brought back a menu. Deciding in advance and calling in my order meant my lunch was always ready when I wanted it.





# Saving salmon one student at a time...

## Bonneville rangers educate students in habitat rehabilitation projects

By Jason Sharp, Bonneville Lock and Dam

U.S. Army Corps of Engineers park rangers Jason Sharp and Susan James, along with volunteer Jed Miller, have made a long term commitment to improve stream habitat in two areas of Skamania County.

"This effort has gone on for nearly 10 years," said Sharp. "We've had lots of help along the way from biologists and educators from the U.S. Fish and Wildlife Service, Underwood Conservation District, U.S. Forest Service and from students attending the Wind River Middle School outdoor education class."

The school's outdoor education class began nearly a decade ago with litter pick up and the removal of invasive plant species along the Kanaka Creek in Stevenson, Wash. Since then, it has progressed to include the Trout Creek restoration project, which is on a tributary of the Wind River.

Over the years, students have removed invasive plants and replaced them with native plants, conducted stream-water quality surveys and identified plants in the riparian zone. They also completed surveys of benthic macro invertebrates and stream-bottom substrate.


"Students were involved in every facet of the data collection, with guidance from park rangers," said Sharp. "The data they collected played an important role in the decision to remove the Hemlock Dam in Stabler, Wash., which improved habitat for steelhead and native fish species within Trout Creek."

Seventh-grade student Joshua Miller expressed excitement about the Bonneville ranger program.

"I look forward to the field trips and the chance to help my community and, I also get to learn about salmon, wildlife and the watershed where we live," Miller said. "It's neat to see the changes that were made when they took out the Hemlock dam and I can't wait to see the steelhead return in bigger numbers."

"Through the class, I also learned about native plant species and the harmful effects of non-native plants, such as Scotch Broom and Reed Canary Grass," Miller said.

Rangers meet with the students four times during the school's trimester where they concentrate on programs in four study areas.

Once all of the data is collected and the program is at its end, students participate in a final class where rangers discuss the results of the field trips and help students piece together "the big picture" of their experiences. 



Corps of Engineers photo

*Bonneville Lock and Dam park ranger Jason Sharp with students view stream habitat along Trout Creek.*